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CENTRAL INTELLIGENCE AGENCY
SECURITY INFORMATION

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SUBJECT: Aircraft Engine Plant No. 26

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1. Aircraft Plant No 26 on the northwestern edge of Rybinsk (Shcherbakov) (58°03'N/38°50'E) was quite badly damaged during the war. From 1944 on 800 PWs and 50 Soviet workers were employed for reconstruction, but in 1948 this number was reduced to 200 PWs and 200 Soviet workers. The clearing up work was completed by late 1944. The progress of the reconstruction work was hampered by the constantly changing priority given to various construction jobs. However, the reconstruction work never caused the plant to suspend its production completely. In early 1948 the production of aircraft engines was expanded so as to include the production of four and six-cylinder Diesel engines. the plant would not produce to capacity before the beginning of 1950.
2. The plant produced only seven- or nine-cylinder radial engines prior to early 1948, when the production of four and six-cylinder Diesel engines was started. Technical data on the radial engines are not available; The tested engines were shipped out by rail and road to an unknown destination. They were packed in crates and covered with tarpaulins. the final assembly of these engines was performed in Workshop No 32. one or two radial engines were sent every day from Workshop No 32 to the test stand. Engine noises were heard without interruption.
3. For the Diesel engines only individual castings in the foundry. The Diesel engines were assembled in Workshop No 33. Locked boxes were loaded on factory trucks at the loading platform of Workshop No 33 every day, but such boxes were also shipped by rail. The empty boxes were returned. two sizes of boxes, one about 180x100x100 cm and the other about 120x80x30 cm. two/cylinder blocks, one 100x60x40 cm. types of

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(four cylinders) and one 150x80x80 cm (six cylinders). Exact figures on the output of these Diesel engines are not available.

the daily production target was 20 engines or the two types together. Once or twice every week 40 to 50 boxes were shipped out, six to eight boxes being loaded on one four-ton truck. The PWs generally believed that the Diesel engines were scheduled for installation in light tanks. 50X1-HUM

4. The civilian plant management was supervised by air force and tank officers. The air force officers, two majors and one lieutenant, had their offices in the administration building. The tank officers, one captain and one senior lieutenant, were attached to the plant in the spring of 1948, about the time when the production of the Diesel engines was started. Commissions consisting of engineers and of air force, tank and MVD officers inspected the plant at intervals of six to eight weeks. The plant employed, in all three shifts together, about 3,000 workers, 60 percent of whom were women. Four hundred minors were also employed at the plant. 50X1-HUM
5. The plant was surrounded by a board fence and a barbed wire fence and was secured by a high-tension line. Warning boards with German and Russian inscriptions were seen. Watch towers provided with searchlights were occupied by factory police. The entire plant area and its surroundings were patrolled by guards, some of whom were women. **

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** Comment: The Rybinsk-Shcherbakov Aircraft Engine Plants production of small Diesel engines was reported for the first time. The presence of tank officers and the measurements given for the engines make the production of such engines credible. test stands for jet engines which were not yet completed in February 1949. The plant seems to have carried out its plan to start the production of jet engines in the course of 1949. Such an intention has been repeatedly reported. 50X1-HUM

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